



PLAN REVIEW SHEET

Date: September 21, 2020

Petition #: RZP 2020-115, 1101 Central Avenue

Request: TOD-UC

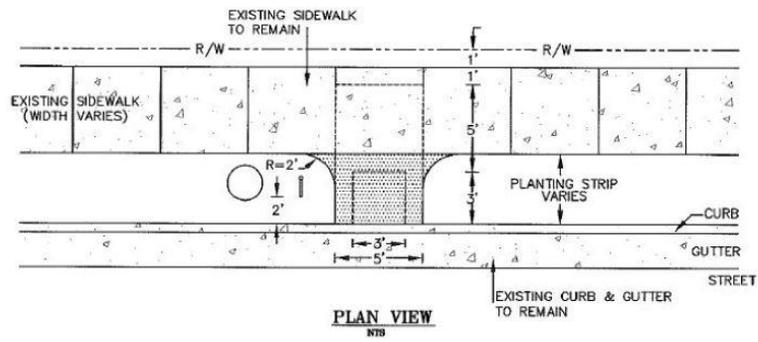
Staff Contact: John Howard

Adopted Plan: Charlotte Area Transit System 2030 Transit Corridor System Plan

For over 20 years the Charlotte Area Transit System (CATS) has identified Independence Blvd as a rapid transit corridor. Various transit stations and vehicle technology have been studied during that time. In 2016, a 13 mile LYNX Silver Line light rail Locally Preferred Alternative (LPA) from Uptown Charlotte to the Town of Matthews was adopted by the Metropolitan Transit Commission (MTC). In November 2017, CATS staff began identifying alternative Silver Line light rail corridor alignments from Center City to Gaston County with the goal of completing the complete east - west Silver Line system by the year 2030. In January 2019, CATS staff recommended that the Southeast LYNX Silver Line continue through Uptown Charlotte to Wilkinson Blvd with a terminus in the City of Belmont in Gaston County. The MTC adopted that recommendation, formally creating a continuous LYNX Silver Line light rail project from the town of Matthews to the city of Belmont. In 2020, CATS and its partners have started transit oriented development planning and design services in order to advance the project.

The site associated with Petition #2020-115 is located adjacent to the proposed Pecan Avenue LYNX Silver Line light rail transit (LRT) station which is planned to be at grade with East Independence Boulevard. The site is also adjacent to the CityLYNX Gold Line Streetcar corridor (Phase 3) on Central Avenue and the existing CATS local bus route #9. CATS is in the process of re-evaluating the Silver Line LPA which may or may not impact properties in this rezoning petition. A final LPA decision is expected early 2021. CATS supports direct pedestrian connections to the Pecan Station and zoning districts that allow transit-oriented development form and density within a ½ mile distance of transit stations.

On Central Avenue there is an existing bus stop that is not ADA compliant. CATS requests the petitioner to construct an ADA compliant bus pad at this location per land development standard 60.01A. The stop may be relocated when Phase 3 of the CityLYNX Gold Line begins construction. The final location of the pad will be coordinated with the developer through the permitting process.



LEGEND

TRASH RECEPTACLE



SIGN



ADA SPACE



NEW CONCRETE WAITING PAD 4" THICK



NOTES:

1. DIMENSIONS REPRESENT MINIMUM STANDARDS; VARIATIONS MUST BE APPROVED THROUGH CATS AND CDOT PROJECT MANAGER.
2. SEE SHEETS NO. 07A AND 07B FOR ADDITIONAL DETAILS AND NOTES.
3. WIDTH OF SIDEWALK PLUS PLANTING STRIP MUST EQUAL 8'. IF WIDTH IS LESS THAN 8', EXISTING SIDEWALK MUST BE REPLACED WITH WIDER SIDEWALK TO OBTAIN 8'.

APPROVED DATE _____



**WAITING PAD ONLY
WITH PLANTING STRIP
MINIMUM WIDTH**

STD. NO.	REV.
60.01A	1